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DEMOCRACY
and
FREEDOM

The Indiana Teamster

"Serving the Indiana Teamster Movement"

INDIANA

OCT 19 1944

Against...

HITLERISM
and
SLAVERY

Vol. 1

Indianapolis, Indiana, November, 1941

STATE LIBRARY

No. 3

TEAMSTERS AVERT BIG STRIKE!

Producers' Creamery of Marion Still Unfair

Workers Only Want Decent Living Wage

Fritz to Speak at Protest Demonstration

Truckers and inside dairy workers of Marion Producers' Creamery are still out on strike for decent American wages and working conditions, according to Pat Mahoney, secretary-treasurer of Local 369. The walkout was called late in September when company officials refused to negotiate further with the union.

"Public Opinion on Our Side"—Mahoney

Referring to the public's attitude towards the strike, Mr. Mahoney said, "Public opinion here in Marion has continued to be on our side. Producers' practice of keeping their employees in utter serfdom has been well known here for many years."

A giant demonstration against the unfair labor practices of this company is planned for Saturday, November 29th. There will be a parade in which many civic organizations and other labor unions will participate. Later a meeting will be held at which Adolph Fritz, secretary-treasurer of the Indiana State Federation of Labor, and Hugh Gormley, Indiana representative for the American Federation of Labor, will speak.

Men Can't Afford to Own Homes

"Producers is a farmer's co-operative, a fact which makes its unfair attitude difficult to understand. Farmers, as a group, have been pushed around for a great many years by big business. If they would have organized this could not have been done. They don't seem to realize that all these strikers have to sell is their services; they don't own any shares in any businesses, and none have made enough at Producers' to afford even owning their own homes," said Mahoney.

Gala Christmas Party Planned by Local 414

Fort Wayne Local 414 will hold its annual Christmas Party for its members and families at the Shrine Theatre Building on Sunday, December 14th. From all indications the affair will be a gala occasion.

"An elaborate floor show will be presented consisting of professional performers and featuring the entire cast of the Boone County Jamboree," said Pat Hess, secretary-treasurer of Local 414.

"Fair and Patriotic"



GENERAL PRESIDENT DANIEL J. TOBIN

Union Proves Patriotism as Over-the-Road Wage Dispute Goes Before Mediation Body

Over 225,000 Mid-Western Truck Drivers Will Be Affected by the Settlement

A strike involving over 225,000 middle western over-the-road truck drivers was averted this month when International President Daniel J. Tobin directed the Eleven States Area Contract Negotiating Committee to submit its wage dispute with the operators to the National Defense Mediation Board for settlement. Thus the Teamsters' Union has again reaffirmed its patriotic policy of doing nothing to impede the national defense effort or embarrass the Administration at this crucial time.

Roosevelt Wires Tobin

President Roosevelt, who had requested that a settlement be reached without resorting to a strike, immediately wired Mr. Tobin his appreciation and took an indirect slap at other elements of labor which had insisted on more drastic means of conducting their disputes.

"What a fine Thanksgiving it would be for us all," the President said in his telegram, "if leaders in other fields of labor would but follow your example."

Deadlock Over Wages

Negotiations of the new area agreement had been in progress for over a month when a deadlock resulted on the wage issue. Practically every other article of the proposed contract was agreed upon by both union and employers. The dispute centered around the refusal of the employers to grant wage increases over last year's scale of 3 cents a mile and 80 cents an hour for waiting and delivery time. The employers' best offer was 3 cents a mile and 82½ cents an hour.

The case will probably be decided by the Mediation Board early in December. Meanwhile, all provisions of the old contract will be IN FORCE. All wage increases won will be retroactive. Both union and operators have agreed to be bound by the decision of the Mediation Board.

In a letter to all Local Unions concerned, T. T. Neal, secretary of the Central States Drivers Council, said: "Realizing the importance of continued operations of the trucking industry at the present time, and in all fairness to our nation, and the National Defense Program, the Committee requested a representative of the OPM to convene with both the Union and the employers' committee to help bring about a peaceful settlement. Unable to do so, it was suggested by Mr. Joseph Keenan, OPM representative, that both committees submit all articles of the agreement not tentatively agreed to, to

(Continued on page 3)

SANBORN ELECTRIC CO. SIGNS WITH LOCAL 716

INDIANAPOLIS—An agreement calling for a fifty percent wage increase for drivers was signed recently by the Sanborn Electric Company, according to Albert Tyree, secretary-treasurer of Local Union 716.

The contract provides for a closed shop. Members who have been with the company for a year or more will get a week's vacation with pay. Strict seniority rules will prevail.

Mr. Tyree expressed satisfaction with the contract and said that negotiations are now in progress with several other Indianapolis electric companies.

MR. ROOSEVELT AND MR. TOBIN EXCHANGE TELEGRAMS

Honorable
Franklin D. Roosevelt
President of the United States
White House
Washington, D. C.

This is to inform you that in a conference on wages and hours which has been going on for the last thirty days and which involves 225,000 over-the-road truck drivers and their employers and no settlement having been reached and a strike being threatened, the International officials of the Brotherhood of Teamsters ordered their representatives to submit the entire matter for final settlement and adjustment to the National Mediation Board, because of the serious, disturbed conditions confronting our nation and the world, in which are involved the principles of human rights and human liberties. The over-the-road truck drivers, if a stoppage of work obtained, could seriously embarrass the commerce of the Middle Western states. Their average earnings are less than \$1.00 an hour and their responsibilities

are enormous and nerve-wracking.

It seems to me in these disturbed times that you could advise the public that there are innumerable controversies between labor and capital which are submitted by labor to the Mediation Board for adjustment and settlement. This would not only be a statement of actual facts but would be placing the stamp of approval on such procedure and giving encouragement to the hundreds of thousands of workers who believe in making sacrifices in behalf of their government in the interests of the free peoples of the world.

DANIEL J. TOBIN.

November 18, 1941

Daniel J. Tobin, President
International Brotherhood of Teamsters
222 East Michigan Street
Indianapolis, Indiana

I thank you for the telegram just received. You express to

me the spirit of fair play and patriotism which I have always believed existed in the hearts and minds of American labor and unionism. What a fine Thanksgiving it would be for us all if leaders in other fields of labor would but follow your example.

FRANKLIN D. ROOSEVELT.

Teamsters Nominated For CLU Positions

INDIANAPOLIS—Emmett J. Williams, secretary-treasurer of Local 135, was re-elected with no opposition to the post of Indianapolis Central Labor Union Trustee at a recent meeting of that body.

Business agents Harry Weist and Bruce Travis were nominated for the positions of Recording Secretary and delegate to the Indiana State Federation of Labor, respectively. Election will be held at the next meeting of the C. L. U.

The Indiana Teamster



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Number 3

Mr. Tobin and Mr. Lewis

This month, while John L. Lewis consorted with Hitler appeasers and wilfully obstructed our national defense effort, Teamster President Daniel J. Tobin demonstrated his foresight as a great labor leader and his loyalty as an American by submitting the over-the-road wage dispute to the National Defense Mediation Board for settlement.

Megalomaniac Mr. Lewis betrayed all labor by unnecessarily forcing an unnecessary issue at an unfortunate time. He could not have pleased Mr. Hitler or Mr. Grace or Mr. Weir or Mr. Morgan more if he had suddenly given his union an order to disband!

Unlike Lewis, President Tobin realized the intense gravity of the situation, not only for his country or for his great labor union, but for all the free institutions that we cherish and love. He fulfilled the confidence that 600,000 Teamsters have placed in him.

From his action, Mr. Tobin has gained the respect of his country, the love of his union, and regained some of the faith in labor that Mr. Lewis lost for it.

From Mr. Lewis' action all that can be gained is vicious anti-labor legislation.

While John L. Lewis was worrying about his personal prestige, his feud with the President and his mark upon the pages of history, Daniel J. Tobin had wisdom enough to see that if the national defense program is impeded and the forces of totalitarianism triumph there will be NO labor unions, NO free speech, NO freedom of worship, NO elections, and NO great universities of truth. There will be nothing but fetters, chains and utter slavery!

Speaking in Detroit recently, President Tobin said: "The International Brotherhood of Teamsters stands 100 per cent behind the leaders of our government in their determination to aid and assist any other country or nation that believes in the principles of democracy as guaranteed to us and as embodied in the Constitution of the United States, under which Constitution we enjoy liberty, the right to express ourselves freely, and the right to serve our God or not to serve our God as we decide in accordance with our conscience."

By averting a paralyzing strike of 225,000 truck drivers, Mr. Tobin proved that this was not just idle talk. He did not forsake any union principles or any of the principles upon which he has based his life.

He did prove the Teamsters' loyalty to the American way of life.

Thank You, Congressmen!

Only members of the Indiana Congressional Delegation to vote for the revision of the Neutrality Act were William H. Larrabee, William T. Schulte, and John W. Boehne, Jr. They showed great courage in the face of tremendous pressure from the un-American America First Committee and other groups.

It is difficult to understand how the other Indiana Members of Congress can retain their ostrich-like attitude in the matter of the battle against fascism when Hoosier public opinion is so overwhelmingly behind the Roosevelt Administration's foreign policy.

Some day when the rest of Indiana's Congressmen wake up to the fact that their constituents want to see Hitler defeated, they will find themselves without jobs.

Congressmen Larrabee, Schulte and Boehne, The Teamsters' Union and all those who stand for the free institutions we live by, thank you for your stand!

Hoosier Locals Report

George Acton, recording secretary of the State Conference, who has been seriously ill since early fall is now recovered and back on the job as a business agent for Local 135.

Michael Sawochka, secretary-treasurer of Gary Local 142, reports progress in the organization of warehousemen there.

Leppert Bus Company of Peru has been notified that its contract with Kokomo Teamsters' Local 759 expires December 22d.

Steven Toth, secretary-treasurer of East Chicago Local 520, and Frank Grunewald of Hammond Local 362, recently became affiliated with the Indiana Committee for National Defense.

Paul Page, president of Indianapolis Commission Drivers Local 233, reports that he hopes to have signed contracts with three more large commission houses in the very near future.

Local 414 has purchased a new 1942 Plymouth sedan and converted it into a modern up-to-date sound car.

Local 694 of Crothersville continues its gallant fight against the notorious Morgan Packing Company. Truck drivers have been on strike there for over two years. Remember Scott County Canned Foods are unfair!

Fort Wayne Truck Drivers Local 414 is making plans to invest \$10,000.00 in United States Defense Savings Bonds.

The Globe Corporation of Kokomo recently signed up with Local 759.

Local 414 of Fort Wayne will start negotiating a new drive-away agreement with Kenosha Auto Transport Company late this month.

Wise Guy: "Changing a tire, eh?"

Driver: "No. Just a kindly disposition. I get out every few miles and jack it up to give it a rest."

Terre Haute Local 144 has just signed a closed shop agreement with the Willet Trucking Company calling for union wages and working conditions for all drivers and helpers.

O. B. Chambers, secretary-treasurer of Kokomo Local 759, reports that over 60% of the coal companies of that city are 100% organized and are working under closed shop conditions. The present contract will expire January 1st. A new one is now being drafted.

John Hampshire, Assistant Business Agent for Fort Wayne Local 414, reports great progress in the organization of lumber dealers, building material dealers and furniture stores. Agreements have been signed that better the members' working conditions and pay.

No Advertising!

You will notice that no advertising appears in these columns. That is no accident. The Indiana Teamster does not accept advertising of any description. We believe that it is the duty of a Labor newspaper to print the news and views of Organized Labor, and not those of the advertisers. Paid advertising usually hampers the editorial freedom of a newspaper. It has long been a policy of the International Brotherhood of Teamsters to avoid advertising in its official publications. We subscribe to that policy. We represent the Indiana Teamsters, and none else!

CURRIER A DEAD FISH

By LESTER M. HUNT

That Currier Lumber Company case still smells like the dead fish that it is. Especially since the newspapers have been turning it over.

The facts in that case are of considerable interest to the Teamsters Union. In the first place, the controversy involved the American Federation of Labor and the Building Trades. The Teamsters are members of both, and are vitally affected by wages and conditions in the construction industry.

For the information of the membership, the controversy in Detroit was not over prefabricated materials, as some of the newspaper columnists said it was. Prefabrication had nothing to do with it.

The bid of the notoriously unfair Currier Lumber Company for 300 defense homes was a collusive action between the company and the United Construction Workers Organizing Committee of the CIO.

The United Construction Workers are even more notorious than the Currier Lumber Company. Currier operates in Detroit, while the United Construction Workers operate anywhere, preferably behind a picket line.

A Fantastic Fraternity

This is the organization which chartered the rump union of the Dunne brothers to destroy the Teamsters Union in Minneapolis. It is the same organization which had previously tried to organize the Pacific Coast by reducing wage scales and signing phoney contracts with unfair employers—like Currier.

The head of this fantastic fraternity of scabs and radicals is Denny Lewis, the brother of John L. Lewis.

Denny Lewis tried to put the union label on the Currier Company so that this anti-labor concern could obtain a federal contract by underbidding the fair employers of Detroit who hired union men and paid the union scale.

He signed a contract with the company in a clear attempt to destroy the agreement of the Office of Production Management with the A. F. of L. building trades to stabilize defense construction.

Presumably the Currier Company was to pay the United Construction Workers the A. F. of L. scale. But if this "contract" was like others Denny Lewis has written under similar circumstances, the employer wrote his own scale, regardless of what the "contract" said.

Elastic Pay Scale

And it was probably under such an elastic pay scale that the Currier Company was able to underbid the contractors who paid the A. F. of L. scale. Even so, the Currier Company did not underbid by \$400,000 as reported in the press. It underbid by about \$200,000.

However, the amount of the bid is unimportant compared to the havoc it would have created in the construction industry and the defense program.

It would have penalized the fair employers and would have made the federal government a party to a conspiracy to violate its own agreement with the Building Trades and the contractors.

Very properly, the OPM denied the contract to the Currier Company. Immediately certain newspaper columnists and every foe of organized labor shouted that the government was "favoring" the A. F. of L. Nothing could be further from the facts.

As a matter of fact, the A. F. of L. was favoring the government in the interests of the defense program in the agreement it ratified with the contractors.

As an illustration, here are some of the concessions the A. F. of L. building trades made to the OPM in its agreement with the contractors:

1. They suspended the right to strike.
2. They gave up double time for overtime and accepted a uniform rate of time and one-half.
3. They agreed to work three shifts a day at a uniform scale, thus surrendering the customary additional pay for night work.
4. They assumed responsibility for supplying men for remote defense projects and paid the expenses of transportation themselves. In some cases, the unions rushed in skilled workmen by airplane to meet a defense emergency and paid the bill out of their own pockets.

Then Came Lewis

As a result of this agreement, work was proceeding at top speed on 500 defense projects involving billions of dollars. The Building Trades were shifting their men wherever the government wanted them. In some cases they were transported 2,000 miles. At Corpus Christi, Texas, the Building Trades assembled 18,000 qualified construction workers to convert waste land into the largest naval air training station in the world.

And in the face of all this, Denny Lewis sneaked into town as the advance agent for a scab company.

The OPM refused to have any dealings with Lewis because he doesn't represent anybody but himself and Currier. He has no membership in his United Construction Workers. The A. F. of L. has all the construction workers and the government had to deal with them, if it wanted to deal with anybody.

(Continued on page 4)

HILLMAN PLEASED WITH MEDIATION STAND OF LOCALS

Letter to E. J. Williams Expresses Thanks

Emmett J. Williams, Indiana representative on the Eleven States Area Contract Negotiating Committee, received the following letter from Sidney Hillman, Associate Director of OPM, commending his action in voting to submit the over-the-road wage dispute to the National Defense Mediation Board for settlement:

OFFICE OF PRODUCTION
MANAGEMENT
Social Security Building
Washington, D. C.

November 19, 1941

Mr. Emmet J. Williams
28 W. North Street
Indianapolis, Indiana

Dear Sir:

I am pleased to learn that the dispute which arose between your local union and the Central States Employers' Committee has been submitted to the National Defense Mediation Board without involving the necessity of any interruption of work. A tieup in the transportation industry at this time would have had serious adverse consequences for national defense. Your co-operation with the defense effort is especially appreciated since, as we all know, the preservation of our security, our democracy and all our liberties on which labor's strength and welfare depend is at stake. In this critical emergency, the arsenal of democracy must be kept functioning at full speed. You have made a great contribution in that direction.

Again permit me to express my appreciation for your patriotic action.

Sincerely,

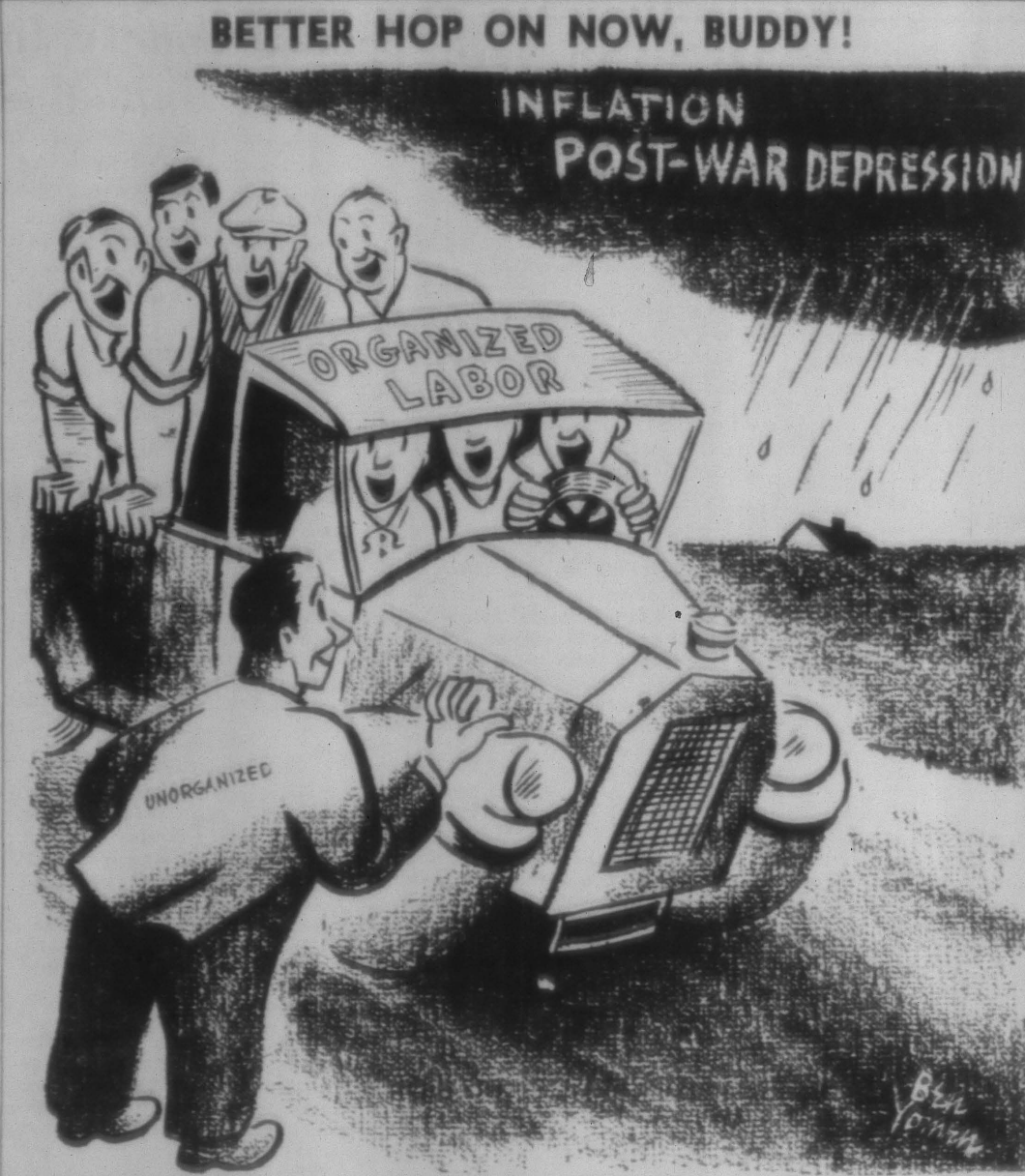
SIDNEY HILLMAN.

AFL IS AMERICAN!

Coal, Lumber Co.'s Signed by Mahoney

Pat Mahoney, secretary-treasurer of Muncie Local 369, reports great progress in the organization of the coal and lumber yards in that city. The following yards are now under contract and are 100% union:

Muncie Lumber Company, Grouleff-Mock Lumber Company, Jarrel Lumber Company, Gochtheus Lumber Company, Muncie Building and Supply Company, McGuff Coal and Supply Company, Normal City Supply Company, White City Coal Company, Hartley Coal Company, and Largent Coal Company. All these companies are fair and should be patronized by members of organized labor.



Coal Drivers Get Pay Hike

Michigan City coal drivers, members of Local 298, averted a strike this month when members of the Michigan City Coal Dealers Association agreed to the terms of a new contract. A walkout had been scheduled because the coal dealers refused to meet union demands.

According to George Skerce, president of the Local, truck drivers were granted a 5c an hour increase and a week's vacation with pay.

L. P. Krause, of the Grotto-Mathias Company, signed the agreement for the coal dealers.

WAGE DISPUTE GOES BEFORE BOARD

(Continued from page 1)
the National Mediation Board for final settlement.

In the interest of our national defense and in the ultimate interest of all organized labor, President Tobin instructed the negotiating committee to take up Mr. Keenan's suggestion.

HAYNES SHOWS ANTI-LABOR COLORS AS EMPLOYERS' GROUP IS FORMED

Attorney Fae Patrick Sells His Infamous Strike-Break Formula Again

True to its anti-labor colors, the Haynes Milling Company of Portland has continued to buck its striking truck drivers and dock workers. The strikers, members of Muncie Local 369, walked out several weeks ago when the company refused to negotiate further with the union.

Employers Try to Break Union

The first thing that Haynes did was to call in Indianapolis anti-labor lawyer Fae Patrick, who immediately pulled out his sure-fire formula for breaking up unions. Mr. Patrick proceeded to organize a Northeastern Indiana Milling and Grain Dealer's Association for the sole purpose of getting rid of the union for once and for all. By the time Haynes is through with Mr. Patrick he will find it would have been cheaper to comply with the union demands.

The Haynes Company has taken the deplorable position that it will not under any consideration take back the union members even though they have worked for the company for from five to forty years. This leaves the union with no alternative but to continue the strike.

"Have Shown Bad Faith"

F. D. Striker, president of Local 369, said: "From the beginning of negotiations, the Haynes Milling Company has shown bad faith. We have been trying to arrange a meeting for further negotiations but so far have been unsuccessful. The company's attorney, Fae Patrick, mailed out letters to the various mill and elevator operators in this area asking them to join an association for the sole purpose of combatting a strong union. They want to beat us down, no matter what the cost."

"Is life so dear or peace so sweet as to be purchased at the price of chains and slavery? Forbid it, Almighty God! I know not what course others may take, but as for me, give me liberty or give me death!"

—Patrick Henry

CRANE CO. SIGNS WITH LOCAL 716

INDIANAPOLIS—Signing of a closed shop agreement with the Crane Plumbing Supply House was announced here recently by Albert Tyree, secretary-treasurer of Local 716.

Drivers will receive a ten percent increase in pay and one week's vacation with pay. Of course seniority rules will prevail.

TOTH CITED BY GOVERNOR FOR FINE SERVICE

Only Labor Member of Draft Board

Steven Toth, secretary-treasurer of East Chicago Local 520, has served as a member of the Selective Service Board there for over a year, and is the only representative on the board from any of the East Chicago organized labor groups. Commending Mr. Toth for his loyal service, Governor Schricker addressed the following letter to him:

STATE OF INDIANA
Office of the Governor
Indianapolis

November 19, 1941

Mr. Steve Toth
524 W. 151st St.
East Chicago, Indiana

Dear Mr. Toth:

Just one year ago today, the first Indiana registrant to be inducted under the Selective Training and Service Act of 1940 took the oath of allegiance.

Since then, members of the Indiana Selective Service System have shown themselves in all things worthy of the trust reposed in them. I am fully aware of the personal sacrifices made by members of this organization in maintaining high standards of operation in spite of infinite complexities, frequent discouragements, and constantly changing problems.

For the faithful service already performed, Indiana is grateful. For the tasks which yet remain for us, Indiana has confidence in the integrity and ability of the members of its Selective Service System.

Sincerely yours,
HENRY F. SCHRICKER,
Governor.

November 17, 1941

—BUY DEFENSE STAMPS—

Company Dismisses Injunction on 716

INDIANAPOLIS — Drivers and warehousemen of the Indianapolis Paint and Color Company have joined Local Union 716, and contract negotiations are in progress, according to Albert Tyree, secretary-treasurer of the Local.

The company has dismissed its injunction suit against the Union and there now seems to be no major obstacles to the successful negotiation of an agreement that will benefit both employer and employees, said Mr. Tyree.

—AFL IS AMERICAN!

At Thermopylae Again

"We Americans are natives of all the world, gathered here under one flag in the name of liberty. Wherever men stand together in defense of Freedom, we feel the call of comradeship. We know the name of liberty in any language and in any time. Across the centuries we can feel the spirit of the Greeks who died stubbornly at Thermopylae in 480 B. C. to hold for a few days the armies of Xerxes the Persian, so that in the end the liberty of Greece was saved. The civilization that those young Greeks died to defend was as far from perfect as our own, but it had in it the hope of freedom. Once more, in 1941, we have seen the heroes stand at Thermopylae, men from Australia this time, fighting for their homes on the other side of the world. Each time the Battle of Thermopylae has been a military defeat, but each time the stubborn defense of liberty has been worth the price. History has been made by men and women who were not afraid to gamble on the hope of the future, and in our time history is being made again by those who are not afraid to face the heaviest odds to keep human hope alive."

—David Cushman Coyle in his book, "America."

Morgan Still Unfair

Trucks plying the highways under the following names belong to the Morgan Packing Company and are carrying their wares:

Scottsburg Canning Company, Scottsburg, Indiana.
Brownstown Canning Company, Brownstown, Indiana.
Columbus Canning Company, Columbus, Indiana.
Edinburg Canning Company, Edinburg, Indiana.
Franklin Food Products Company, Franklin, Indiana.
Star Canning Company, Austin, Indiana.
King Karlo Dog Food, Austin, Indiana.
Safety Is Free (map of Indiana on truck).
Scott County Canned Foods, Austin, Indiana.
Little York Canning Company, Little York, Indiana.
Leota Canning Company, Leota, Indiana.
Naomi Canning Company, Edinburg, Indiana.
Van Camp & Stratton Company, Indianapolis, Indiana.
(Morgan's brokers).
Van Camp & Stratton Company, Cincinnati, Ohio.
The Rego Company, Rego, Indiana.
The South Boston Company.
The Marshfield Company, Marshfield, Indiana.
Ox Valley Company, Ox Valley, Indiana.
Chestnut Ridge Company, Galena, Indiana.
The Finley Company.
Oakland Packing Company.
Ganus Produce Company, Brownhill, Indiana.

Kroger Drivers Get Pay Raise At Terre Haute

Successful negotiation of a new contract with the Kroger Grocery and Baking Company of Terre Haute has been announced by John O. Harkness, secretary-treasurer of Local Union 144.

The contract calls for complete union working conditions and also pay increases. Car men received an increase of 15 cents an hour; order men, 12½ cents, and drivers, 10 cents an hour.

— AFL IS AMERICAN! —

364 Wins Labor Board Decision

SOUTH BEND.—J. J. Fitzpatrick, trial examiner for the National Labor Relations Board, has recommended that the South Bend Fish Corp. cease discouraging membership in the Teamsters' Union, Local 364.

The trial examiner also recommended that the company reinstate two employees with back pay.

— AFL IS AMERICAN! —

Fort Wayne Coal Drivers Get Pay Hike

Fort Wayne coal truck drivers and helpers received a pay increase of 10 cents an hour recently as a result of a new agreement signed between operators and Local Union 414, according to Pat Hess, secretary-treasurer of the Local.

Tonnage haulers received a 10-cents per ton increase, over 190 men were affected by this contract. All the usual union working conditions will prevail.

— AFL IS AMERICAN! —

AFL Dressmakers Give \$10,000 to Red Cross

NEW YORK, N. Y.—Dressmakers Union, Local No. 22, International Ladies' Garment Workers' Union, handed over to Norman H. Davis, head of the Red Cross, \$10,000 to be used for medical aid to the Russian armies resisting the Nazi invaders.

— AFL IS AMERICAN! —

The Business Agent's Dilemma

If the Business Agent writes a letter,
It is too long;
If he sends a postal,
It is too short;
If he attends a committee meeting,
He is butting in;
If he stays away,
He is a shirker;
If he tries to collect dues from members,
He is insulting;
If he fails to collect the dues,
He is slipping;
If he asks for advice,
He is incompetent;
If he does not,
He is bullheaded;
If he writes his reports complete,
They are too long;
If he condenses them,
They are incomplete;
If he talks on a subject,
He is trying to run things;
If he remains silent,
He has lost interest in the organization;
If he is caught at the hall,
Why doesn't he get out?
If he can't be found,
Why doesn't he come around sometime?
Ashes to ashes,
Dust to dust,
If others won't do it—
The Business Agent must.
—Author unknown.

"They Must Roll"

By Pat Hess, President Indiana State Drivers Conference

"THEY MUST ROLL" is the slogan of our people. Neither flood nor fire nor frigid cold halts the rolling wheels. On every road in every state more than 600,000 Teamsters carry to the nation—milk for breakfast, or bread, or fruit from the south to the frozen north, or shoes, or sugar, or livestock, or the household possessions of a family en route to a new home, or any of the thousands of other things that make up the far-flung web of commerce. Our people take the cargo safely and at modest cost directly where it is wanted. There are no delays en route. The trip, like the load, is unbroken from start to finish.

Let's watch the rolling wheels from some reviewing stand. Speed them up so that one truck passes the stand every second, and we would review from Monday noon, night and day until 10:00 a. m. the following Monday before the long parade would end!

EMPLOYS OVER 1,000,000 WORKERS

Here is a most unusual condition. Motor transport employs a million workers to transport but five percent of the nation's commerce. Somewhat fewer than a million workers are employed by the railways hauling many times five percent of the business, in fact hauling the overwhelming bulk of all traffic. Reasons why motor transport employs more workers than the railroads to handle a given volume of freight can be seen readily. Railroad cars, for example, are units with far greater capacity than the largest trucks. Rail traffic moves in trainload shipments. Mile long trains are commonplace, with only a few men as the crew of each train, while motor transport moves in single, smaller units, each unit requiring the employment of at least one worker. These reasons are apparent. There are others, too. As a matter of fact, motor transport employs about ten times as many workers to transport an equal volume of freight as do the railroads. This employment ratio (ten to one) is not motor transport's figure. It was first ascertained by the distinguished president of a great Eastern railroad system. Motor transport officials were somewhat surprised at the finding, but when they checked the railroad president's reckoning, they found it was substantially correct. It is no reflection, of course, on the railroads that they employ only one-tenth as many workers to move a trainload of freight as does motor transport, but it does have an important bearing on employment. Motor transport is doing its full share, and then some, to meet the nation's unemployment problem.

OFFERS SPECIAL SERVICES

A forceful reason for motor transport's growth lies in another kind of service it renders. When special products are to be transported, special trucks are designed and built to transport them. Milk, for instance; motor transport of milk must be not only swift, sure and cheap, but it must conform to sanitary safeguards against contamination. Special trucks now carry practically half of all the milk laid down in New York City from its seven-state milkshed. They transport more than seventy percent of all the milk delivered to Philadelphia. These special trucks haul nearly 95% of all milk delivered to Baltimore; 98% of the milk delivered to Atlanta; 96% of that delivered to Pittsburgh and San Francisco; and 100% of the milk delivered to Akron, Cincinnati, Dayton, Detroit, Hartford, Los Angeles, Louisville, Milwaukee, Oakland, Omaha, Sacramento, St. Louis, San Diego, Spokane, Toledo, the Twin Cities and hundreds of smaller communities.

Because of its special attention to patrons' needs, motor transport hauls 23% of all the fruit and vegetable tonnage in the South; 56% of all such tonnage in the northeast; and 95% of all such tonnage hauled less than 300 miles in any section. Again, motor transport handles 56% of all livestock hauled to market—more than 27 million animals annually, upwards of five million tons worth 900 million dollars! Motor transport takes four and a quarter million cases of eggs (one and one-half billion eggs) annually to Boston, New York, Philadelphia, and Chicago. These are a few of the many things requiring special care and treatment which are hauled by motor freight. When the government recently brought one-quarter ounce of radium to Washington for testing, it came by truck. The use of trucks for a load weighing only one-quarter ounce may appear odd, but the radium was bedded down in containers of lead a foot or more thick, weighing more than half a ton, to safeguard handlers from its potent rays.

TRUCKS NOT TIED TO RAILS

Still another reason for motor transport's growth is that its trucks can go anywhere. They are not tied to rails; nor to canals and rivers; nor to airplanes. Motor transport delivers the goods to any community on any road or highway in the United States. The people in the recent flood-stricken areas know that. They remember trucks rolling to their aid, over their hub caps in mud, when all other utilities failed.

Thousands upon thousands of American communities depend wholly on motor transportation.

New York, for example. There are 5,107 cities, towns, villages and hamlets in the Empire State. Of these 5,107 communities, 2,482—nearly half—are served by motor transport alone.

Of North Carolina's 3,285 communities, 1,329 are served wholly by motor freight.

In Missouri there are 4,246 communities; 2,102 are served by motor transport alone.

In California, 2,240 of the state's 5,482 communities have only motor transport service.

Kentucky has 4,530 communities. About four out of every five, or 3,575 all told, depend solely on motor transport.

In tight little Rhode Island, motor transport alone serves 137 communities, nearly half of the state's 280. In Delaware, motor transport renders the sole service received by 117 of the 265 communities.

In every state the story is the same. All told, there are 122,473 communities in the United States. Two out of every five, or 48,492, motor transport furnishes service exclusively. Many of these places are small; others are not so small. The combined population of the 48,492 was 7,844,509, according to the recent census. That's quite a crowd; more, in fact, than the population of New York City. It is greater than the combined population of Philadelphia, Detroit, Los Angeles, Cleveland, St. Louis and Boston. It exceeds the combined population of the twelve states of North Dakota, South Dakota, Montana, Idaho, Wyoming, Colorado, New Mexico, Arizona, Utah, Nevada, Washington and Oregon.

Those 7,844,509 persons apparently are satisfied with motor transport. It meets their needs. Many of these communities were once served by railway lines which are now abandoned. Some have experienced new prosperity with the advent of motor freight.

TEAMSTERS SHOULD KNOW THESE FACTS

I have given you the above facts, for I believe we should all be proud that we, as Teamsters, play such an important part in such an important industry. Now with the National Defense effort under way, motor transportation has become an even greater factor in our national well-being; hauling vital defense materials speedily to where they are needed. As Teamsters our role is further enhanced in importance. We have accepted the challenge and are delivering the goods!

Lake County Joint Council Holds Annual Good Will Feed

Lake County Joint Council of Teamsters No. 11 held its annual good will dinner on Thursday, November 6th. The Council is composed of Locals 142, 835, 362 and 520, all of Lake County. Delegates and office forces from each Local attended the feast.

Steven Toth, secretary-treasurer of East Chicago Local 520, and no modest eater, described the doings as follows:

"Did they eat? There was turkey, wild duck and pheasant with wild rice dressing on the table when the delegates started. That is, when the thirty-six (36) truck drivers started. Twenty minutes later all that was left was the table. Nevertheless everyone enjoyed the dinner, and had a pleasant evening. I wonder if anyone ate breakfast the next morning?" To which nothing need be added!

Indianapolis Local Forges On; More Important Pacts Signed

Indianapolis Local 135's intensive organization drive continued successfully this month as several more important contracts were signed, according to Emmett J. Williams, secretary-treasurer of the Local.

Ros-Lang Carpet Signs

A union shop agreement was concluded with the Ros-Lang Carpet Company calling for the check-off, wage increases ranging from \$4.00 to \$8.00 a week, and one week's vacation with pay. This contract covers six warehousemen. Business Agents Frank Freel and Harry Weist conducted the negotiations.

Rosner Transfer

Another important closed shop contract was signed with the Rosner Transfer and Storage Company. This agreement includes the check-off system and guarantees shorter hours of work. Average pay raise of \$11.00 per week was secured.

Red Ball Transit

Sixteen American Red Ball Transit Company drivers received average wage increases of \$10.00 per week as a result of a union shop contract. Improved working conditions and shorter hours were also obtained.

Central Truckaway, Next

Negotiations were completed with the Central Truckaway System governing the wages and hours of 25 drivers. Closed shop, check-off, and wage increases to be guaranteed by this pact.

"This agreement will probably be signed by the time the paper appears, as all of the articles have been agreed upon. Wage increases range from 14% to 16%," said George Acton, business agent in charge.

Local 520 Uses Stickers to Keep Track of Slag Haulers

There are about 150 slag haulers working out of East Chicago at the present time and Local 520 is kept quite busy keeping them straight with the union, according to Steven Toth, secretary-treasurer of the Local.

In order to keep track of the

members with paid up books, Mr. Toth gives each paid up member a sticker which is to be posted in the right hand corner of the windshield. On the sticker is a picture of our International emblem under which are the words: "Have It Delivered By Union Drivers."

War Dept. Praises Union Aid; Denies Smears by Labor-Haters

WASHINGTON, D. C.—Months ago, during the height of the army's cantonment construction program, enemies of labor raised a great furor about jurisdictional strikes and "high initiation fees" holding up the program.

Congressional committees conducted "smear" investigations and newspapers filled their pages with fantastic stories about supposed abuses practiced by the unions.

But now the War Department has put out a report on its construction projects, called the "greatest in modern times," and has exploded all the charges made against labor.

Instead of delaying the program by strikes, labor did a remarkable job in finishing all housing projects and other buildings for draftees in record time, the report pointed out.

It cited the fact that at the peak of the program a half million men were employed, drawn from all over the country, and they performed 56,700,000 man-days of labor. Out of that vast total, "only 43,000 man-days were lost as a result of work stoppages," the report declared.

"This means that less than one-tenth of one per cent of

the man-days worked were lost due to labor difficulties," the War Department stressed.

Even more significant is that the report takes the ground out from under the claims made by enemies of labor that unions carried on "initiation fee rackets."

The Department made it clear there was nothing to criticize in the methods pursued by the unions.

"The right of unions to collect fees and dues is supported by statute and tradition," the report emphasized.

In addition, the document justified the practice of some local unions in requiring payment of a fee by unionists who come from other areas, pointing out that such locals considered it necessary to "maintain their independence and autonomy and protect their territorial integrity."

Jurisdictional strikes have been enormously exaggerated by anti-labor sources, and they did not cause any serious difficulties for the program, the report revealed.

"The governing bodies of the unions made strong efforts to see that such difficulties were not made the cause of work stoppage," the War Department declared.

CURRIER A DEAD FISH

CONTINUED FROM PAGE TWO

Nobody knows this better than the CIO. And the CIO had nothing to say in support of Denny Lewis.

In fact, the National Maritime Union of the CIO gave the most conclusive proof of where Denny Lewis stands when it hired the A. F. of L. building trades to repair its building in New York City.

If the CIO won't trust Denny Lewis in one of its own buildings, why should the federal government turn him loose with a hatchet in the midst of its national defense structure?